

50X1-HUM

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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1. Bata (also reported as Bate) airfield is located approximately four km. east of the center of Lepaya <sup>1</sup>. Since summer 1952 the existing road to the east of the airfield has been closed and the airfield is being extended. A new dirt road runs along side of the airfield, but this road is not yet finished and its exact course is not known. This road is used by the public. 50X1-HUM

2. The railroad station at Batpurvi <sup>1</sup> overlooks the airfield, but when last observed in 1950 there was no branch leading to the airfield. 50X1-HUM

3. In summer 1952, <sup>1</sup> observed that new houses were under construction in the northeast corner of the airfield. This observation took place from the Yacht Club on the other side of Lake Lepaya. 50X1-HUM

4. No runways have been observed at Bata airfield, and <sup>1</sup> knew nothing of any runway construction. Aircraft usually landed and took off in an east-west direction; however, they were sometimes observed landing in an NE-SW direction. The prevailing winds are west and southwest. 50X1-HUM

5. Bata airfield is extremely low-lying, and always threatened by flooding from the lake. When the wind blows from the west the field is liable to be swamped. A drainage system is in use and the airfield has its own electrical pump station, which receives power from a transformer in the Lepaya Transformer Station. The transformer is often over-loaded and breaks down. 50X1-HUM

6. <sup>1</sup> observed only one hangar at the airfield, located in the northwest corner of the field, however, there may be others. Other buildings to the east of the hangar are of two or three stories and brick construction, and may possibly be barracks.

7. No fuel tanks have been observed on the airfield, nor has fuel been observed arriving there. It is known, however, that men from the airfield make a profit by selling the fuel on the black market, and there are firms in Lepaya which are known to have bought a barrel of fuel from the airfield when they were short.

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8. The first observation of jet aircraft using Bata airfield was in September 1951, and their operation continued during 1952. These appeared to be single-engined aircraft. In summer 1951, as many as twenty aircraft at a time were observed on the airfield. These were piston-engined planes. Though the field had never been very active, some parachute training appeared to have been carried out there around 1948.
9. Aircraft were seldom observed over Lepaya, and recently when observed they have usually been jets. Night flying has only once been observed over Bata airfield, and this in winter 1951. The aircraft which landed used the nose light and there was no help from lights on the ground.
10. In comparison with other arms of service, there were extremely few airmen in Lepaya, and during the period December 1952 - January 1953 almost none were observed.
11. No flying-boats have been observed in Lepaya. One has been observed patrolling the sea off Pape [redacted]. This plane, a single-engined bi-plane on floats, usually arrived from the north and returned in the same direction. No seaplanes have been observed on Lepaya Lake. Seaplanes used Lake Durbe [redacted] during World War II. During [redacted] summer 1952 there was no evidence of the old base having been in recent use.
12. Bata is the only known airfield in Lepaya. The old civil airfield, which is located in the northwestern part of the town, has not been in use since 1950, except lately by gliders.<sup>2</sup>
13. [redacted] not think that any of the airfields at Priekule [redacted], Vainode [redacted], or Cirava [redacted] are now in use. The airfield at Cirava was the most important and was used by the Germans during the war, but it is now thought to be meadowland. [redacted] knew for certain that the airfield at Vainode was not in use in 1951.<sup>3</sup> In autumn 1951 observations in Priekule showed that the airfield was overgrown.
14. [redacted] knew nothing of an airfield north of Lepaya in the Rozlejas area.
15. In summer 1952, there was definitely no airfield located at Perkone [redacted] about five km. south of Lepaya. There used to be a small airfield which was used by gliding enthusiasts, but this is now a firing range, and the gliders use the old civil airfield in Lepaya (see paragraph 12 above).
16. [redacted] there are no active airfields in the Ventspils area.
17. In August 1951, from the Daugava River, [redacted] observed three groups of three jet fighters take off from Riga/Spilve airfield and pass over the river.

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Comments:

Bata airfield [redacted]

[redacted] is probably known as Lepaya/East Airfield.

2. This field is probably used by DOSAAF units.

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3. This report contradicts [redacted] which stated that an airfield is under construction in the Vainode area.

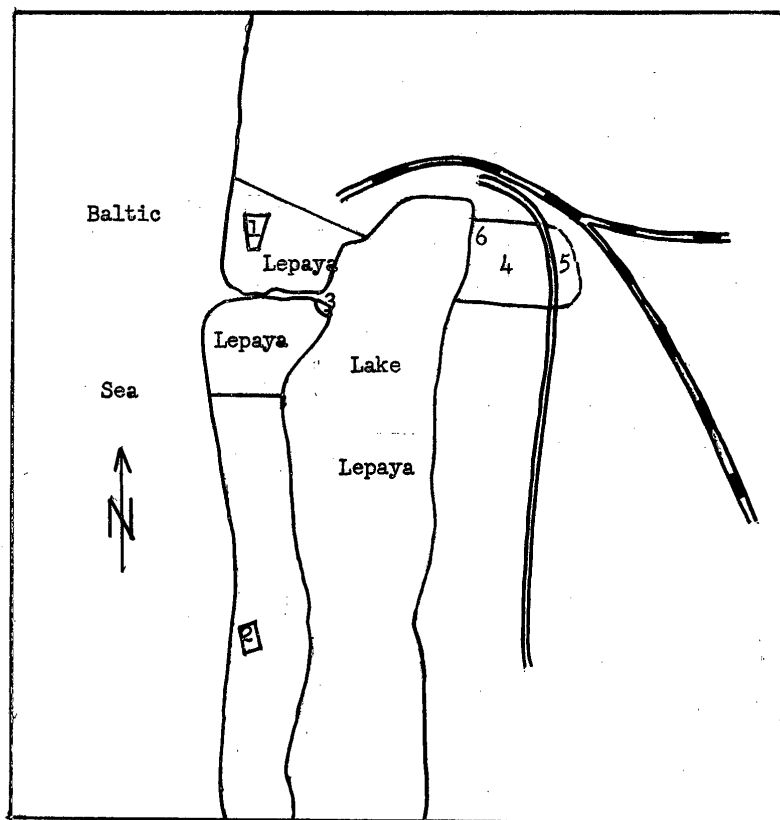
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Location Sketch of Bata Airfield



Key to Sketch:

1. Old civilian airfield.
2. Perkone firing range, formerly a landing field used by gliders.
3. Yacht Club.
4. Bata airfield.
5. Area intended for incorporation with the airfield. Some earthwork in progress.
6. Area where building was in progress in summer 1952.

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